

EIGHTH ANNUAL REPORT

OF THE

GALENA AND CHICAGO

UNION RAILROAD COMPANY.

June 6th, 1855.

CHICAGO:

W. L. & C. WILSON & CO. PRINTERS, 37 DEARBORN STREET.

1855.

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DIRECTORS.

CHOSEN AT THE ANNUAL MEETING, JUNE 6, 1855.

JOHN B. TURNER,	Chicago,	HUGH T. DICKEY, . .	Chicago,
WALTER L. NEWBERRY,	"	FLAVEL MOSELEY,	"
CHARLES WALKER,	"	ORRINGTON LUNT,	"
WILLIAM H. BROWN,	"	JASON McCORD,	"
BENJAMIN W. RAYMOND,	"	THOS. D. ROBERTSON,	Rockford,
GEORGE SMITH,	"	DEXTER A. KNOWLTON,	Freeport,
CHARLES S. HEMPSTEAD, Galena.			

OFFICERS.

JOHN B. TURNER, *Pres. & Sup't.*
PHILIP A. HALL, *Ass't. Supt.*
JOHN P. ILSLEY, *Chief Engineer.*
W. M. LARRABEE, *Secretary.*
SAMUEL HOWE, *Treasurer.*



DIRECTORS' REPORT.

To the Stockholders of the Galena and Chicago Union Railroad Company:

GENTLEMEN:—

In presenting their Eighth Annual Report, the Directors confidently believe, that, notwithstanding some unforeseen embarrassments and distrust encountered, you will be gratified with the results of the past year's operations, as shown by the Reports of JOHN P. ILSLEY, Chief Engineer, and W. M. LARRABEE, Secretary, which are herewith submitted:—

By reference to the former, it will be seen that 211 1-2 miles of road are now in operation, leaving 37 1-2 miles to be completed during the present summer. The amount expended during the past year upon the former, including additional depot grounds at Chicago and rolling stock purchased, amounts to the sum of	\$1,035,186.00
And on the latter,	524,502.38
Expended upon the second Track between Chicago and Junction,	56,534.83

\$1,616,223.91

The total amount expended on the roads to the 1st May, 1855, is	\$5,866,263.06
The estimated amount required to complete and stock the 249 miles, is	1,375,000.00

Making a total of	\$7,241,263.06
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which is equal to \$29,081 per mile for the 249 miles of road, or \$24,300 per mile for the whole length of track, which will be 298 miles, including a double track to the Junction, 30 miles, and the straight line from Cottage Hill to Elgin, when fully completed.

Since the last Annual Report, a consolidation of the Galena and Chicago Union R. R. Co. and the Mississippi and Rock River Junction R. Co., (the latter extending from Dixon to Fulton on the Mississippi River, and forming a part of the "Chicago, Fulton, and Iowa Central Route" has been effected,) and supercedes the Lease from the latter Company, referred to in that Report. This consolidation has been effected under special powers conferred upon both Companies, by the General Assembly of Illinois, and a confirmatory Act passed at the last session thereof.

The Secretary's Report shows the gross earnings of the Roads for the past fiscal year to have been	-	-	-	\$1,506,710.11
To which add surplus of May 1st, 1854,	-	-	-	175,694.40
Interest on deposits, &c.,	-	-	-	8,233.87
				<hr/>
Making a total of	-	-	-	\$1,690,638.38
The operating expenses proper, for the same time, have been	-	\$686,516.86		
For renewal of Track, exclusive of labor, which is charged to operating expenses, and old rails on hand,	-	-	38,077.75	
Proportion of Interest and Discount on Bonds and Loans, properly chargeable to Income account,	-	-	79,957.98	
Loss by Wadsworth & Sheldon,	-	-	23,812.31	
Dividends for the year, 17 per cent.,	-	-	-	546,519.00
				<hr/>
Surplus, May 1st, 1855,				\$315,754.48

The dividend of August 10th, 1854, was 5 per cent., cash, and 7 per cent. in Stock; the latter being on account of the surplus earnings to that date which had been expended for construction purposes.

The general distrust of Railroad securities during the past year, seemed, in the opinion of the Directors, to warrant the use of the receipts of the road for construction purposes, in preference to forcing their credit into market under such unfavorable circumstances; still, up to January last, they entertained hopes that the construction department would be able to refund an amount sufficient to meet the

February dividend of 5 per cent., cash; but the shock occasioned by the failure of their fiscal agents in January last, effectually dispelled such hopes, and a five per cent. dividend, payable February 1st, 1856, with ten per cent. interest, was the only alternative. This sum, amounting with interest to \$238,333.70, will be refunded by the construction department in time to meet the payment of that dividend.

The average number of miles operated the past year were 197. The gross earnings were equal to \$7,648 per mile, being an increase of about \$1,500 per mile over the preceding year.

The operating expenses, proper, were a trifle over 45 1-2 per cent. of gross receipts, or less than 49 per cent., including the amount expended for renewal of track. The extraordinary expenses for labor, fuel, repairs, &c., in clearing the tracks during the heavy snow storms of January, February, and March last, will readily cover this unusual per centage of expenses over previous years.

To meet the enhanced price of labor, fuel, &c., the Directors have, in common with other Railroad Companies, established an increased tariff, which took effect, in part, in January last.

The total indebtedness of Wadsworth & Sheldon to this Company, including the sum of \$29,734 preferred in their assignment, was \$113,812.31. This has been closed by disposing of the account, for which the Company have received 88 Bonds of the Fox River Valley Railroad Company, bearing 7 per cent. interest, payable semi-annually, and 40 Shares of Beloit & Madison Railroad Stock, amounting, at par, to \$90,000. The nominal loss of \$23,812.31, could, with propriety, be charged to construction account; but the Directors have deemed it proper to charge the amount against income account. Should any further loss from the sale of these securities at less than par, occur, a further charge for the same will then be made.

According to the reports above referred to, the sums necessary to be provided are as follows:—

Engineer's estimate for completing the Roads,	-	\$1,375,000.00
Floating debt,	- - - -	281,888.18
Eleventh dividend Certificate and Interest, due		
February 1st, 1856,	- - -	238,333.70
		<hr/>
		\$1,895,221.88

Less the following assets:—

Real Estate, say	-	-	\$21,397.37	
Bonds and Stocks of other Companies,	-	-	209,000.00	
Cash and debts due, say	-	-	47,000.00	\$277,397.37
				<hr/>
				\$1,617,824.51

To cover this amount, a second mortgage for \$2,000,000 has been executed, and a like amount of bonds authorized to be issued, payable May 1st, 1875, with 7 per cent. interest, payable semi-annually. These bonds have the additional security of a sinking fund, to be set apart semi-annually from the earnings of the Roads, sufficient to redeem the whole of said bonds before maturity. About one-half of these bonds will be disposed of during the current fiscal year, and the remainder as may be required.

The connection of your Road with that of the Illinois Central Railroad Company at Freeport, has rendered a contract with reference to running arrangements with that Company, necessary. An agreement has, therefore, been entered into in perpetuity, which is believed to be equally beneficial to both Companies. This connection opens to your Road the traffic of the Upper Mississippi River, via Galena and Dunleith, as originally contemplated, as well as a portion of the business from the South over the Illinois Central Railroad. This contract also provides that a connection of our Road with the extensive depots and depot grounds of the Illinois Central, and Michigan Central Railroads at Chicago, shall be made. The contemplated purchase or control of the depot grounds (about 30 acres) of the St. Charles and Mississippi Air Line Railroad Company, situated on and near the south branch of the Chicago river, and the 8 or 10 miles of track of their Company, already laid to the Aux Plains river, will enable the Directors to perfect such connection at a small cost to this Company.

Negotiations are now pending for the purchase of the Depot grounds and track above mentioned, and all the material, and other property of the Chicago, St. Charles, and Mississippi Air Line Railroad Company. These negotiations will probably be soon terminated favorably, and involve an expenditure of about \$540,000, not embraced in the

estimates of the Chief Engineer, payable in \$100,000 of the Stock of this Company, and the remainder, less liabilities of that Company for Depot grounds, etc., to be assumed, in two and four years, with 7 per cent. interest. When closed, this purchase will wholly remove what has been considered by many Stockholders and Directors, a formidable rival.

The great increase of business over the eastern portion of your road, resulting from the extension of the Chicago, Burlington and Quincy Railroad (late Chicago and Aurora Railroad) to Burlington and Quincy, on the Mississippi river, and connections with other feeders now approaching completion, renders the increased facilities to be derived from this purchase very desirable, and the Directors feel a confidence that the advantages to be derived therefrom, will be fully equal to the cost.

Many of the eastern Stockholders have expressed apprehensions that "the construction of so many *branches*," would prove unprofitable, and injure the hitherto productive character of the stock. This Company has contracted no branch but the one to Beloit and this, unlike eastern "Branch Roads," will be a part of a through line from Chicago to Madison, the capital of Wisconsin, and to the Pinerias north, when the connecting roads in that State are completed.

The main line of your road is now being fed by the Chicago, Burlington, and Quincy Railroad at the Junction, the Fox River Valley Railroad at Elgin, the Beloit and Madison Railroad at Beloit, and the Illinois Central Railroad at Freeport. The Mineral Point Railroad when completed, will also become a feeder at Warren, 25 miles west of Freeport. The Chicago, Fulton, and Iowa Central Line will be fed by the Lyons Iowa Central Railroad, running from Lyons, opposite Fulton, on the Mississippi River, through the central part of Iowa; the work upon which has been recently resumed, under a new organization.

With all these connecting roads, except the latter, the Directors have already made contracts which secure to this Company their business, during the life of our charter.

The distance from Chicago to Fulton on the Chicago, Fulton and Iowa Central route, is 135 miles, being the shortest practicable line between Chicago and any point on the Mississippi River. This fact

is, of itself, of great importance to this Company, and must render this line as remunerative as any in the country.

By a glance at a map of the country, you will readily see that our connections with the East at Chicago, by railroad and Lake Michigan, and our Western extensions and connections, reaching upon the Mississippi River from Dubuque to Quincy, a distance of over 200 miles, make our position a strong one, and should inspire confidence in the minds of the most timid.

By reference to the annexed tables, it will be seen that the business of your Road, per mile operated, has been largely increasing each year. The agricultural and mineral resources of Illinois and Wisconsin are but partially developed, while Iowa and Minnesota are emphatically, new States. The unexampled flow of emigration to the West this Spring, indicates a rapid increase in the traffic from these localities. In view of these facts, the Directors confidently believe that you can continue for years to come to realize a gradual and sure increase of the business on your Roads.

Although the estimates heretofore made of the amount of income to be realized have fallen short of the actual results, the Directors beg leave to present the following figures for the ensuing year, still aiming to keep within the probable results:—

The earnings are put at not less than	-	-	\$2,000,000.00
Less for expenses, 50 per cent.,	-		\$1,000,000.00
Less 7 per cent. interest on, say	-		
\$2,500,000.00,	-	-	175,000.00
Less 10 per cent. dividend on, say			
\$4,500,000.00,	-	-	450,000.00—\$1,625,000.00
Probable surplus for the year,	-	-	\$375,000.00
To which add present surplus,	-	-	315,754.00
Probable surplus May 1st, 1856,	-	-	\$690,754.00
a sum sufficiently ample, after applying \$25,000 to the sinking fund, to cover any depreciation not heretofore charged income account, and leave a handsome surplus.			

All of which is respectfully submitted.

JOHN B. TURNER, President.

CHIEF ENGINEER'S REPORT.

To the Board of Directors of the Galena and Chicago Union Railroad Company :

GENTLEMEN :—

The Eighth Annual Report from the Engineering Department in relation to the progress, condition, and wants of your Road, is herewith submitted.

The whole length of your Road and its branches is 249 miles, of which 211 1-2 miles are now in operation, and 37 1-2 miles in progress of construction. Of the whole Road, 121 miles are comprised in the main line from Chicago to Freeport ; 21 miles in the Beloit branch from Belvidere to Beloit ; 19-10 miles in the Elgin branch ; and 105 1-10 miles in the Chicago, Fulton, and Iowa Central route, from the Junction to Fulton, 68 miles of which are now in operation.

MAIN LINE.

The construction of this portion of the Road was commenced in the Spring of 1848, and was opened for business in divisions as follows :—

The first division of 42 miles, from Chicago to Elgin, was put in operation January 22d, 1849.

The second division, from Elgin to Rockford, a distance of 51 miles, August 2d, 1852 ; and the third division, from Rockford to Freeport, 28 miles, on the first day of September, 1853.

The first division of the Road was laid with strap rail, but was relaid in 1852 and 1853 with T iron, weighing 56 lbs. to the yard, similar to that in use on the other divisions. During the same years, this division was graveled and fenced.

During the past year, all the graveling upon the second and third divisions has been completed, with the exception of a small amount required between Winnebago and Pecatonica stations, that can be put on at little expense by the wood train, from the gravel pit lately purchased near Pecatonica station. The fencing of the whole line has been completed, and all road-crossings thoroughly protected by cattle-guards. Additional side tracks have been put in at several stations, where they were required by the increased business of the Road, making the total length of side tracks now in use on the main line, exclusive of the second track, 16 47-100 miles; for details of which, I would refer to the table marked A, accompanying this Report.

BUILDINGS ON MAIN LINE.

During the past year, a freight house 20 by 66 has been erected at Winfield station; a blacksmith shop 50 by 50, an addition to the engine house, and a freight house, have been built at the Junction; and the other buildings on the line thoroughly completed. All the buildings at Freeport and Rockford, the blacksmith shop, and engine house at the Junction, and all the tank houses at the principal stations are of brick. The remainder of the buildings are of wood, built in a good style, and covered with fire proof paint. There should be three or four more small freight houses built at stations not now accommodated, and it may become necessary as the business of the Road increases, to build houses for passengers at the principal stations, instead of using rooms taken from the freight buildings, as at present. With these additions to the present buildings, there should be no further expense in this account for many years.

CHICAGO.

At Chicago, during the past year, additional grounds have been purchased near the freight houses for the purpose of accomodating side tracks and the standing of cars. The new freight house, 75 by 340, for in freight, has been completed, and the grain house, 60 by 250, put in such a state of forwardness as to insure its completion by the first of September. This, when finished, will be the most perfect building of its kind in the city, and capable of storing, at least 400,000 bushels, and together with the private elevating ware houses already finished on the line of the track in the city, will furnish room for the storage of one and a half million bushels of grain in bulk, and afford facilities

for the unloading of at least, four hundred cars of grain per day; so that the arrangements for the discharge of freight at this terminus will allow the disposing of double the quantity heretofore handled, and probably surpass those of any other road in the country. The river front, now owned by the Company, on the whole of which a substantial wharf has been built, is 1060 feet; of which 250 feet is occupied by the grain house, leaving the balance for purposes of receiving merchandisc.

The engine house has been enlarged during the year, and additions made to repair shops; but they will require further enlargement as the business of the Road increases, as they are now only sufficient for present wants.

Tracks are being laid on Block 4, Carpenter's Addition, West Chicago, which has been leased for a term of years for the purposes of a wood yard, and the storing of lumber belonging to the Company; so that by removing the wood sheds from their present position, the yard used for receiving lumber for shipment will be much enlarged, and thus this branch of the freight business will be much better accommodated than heretofore. As not only the whole country traversed by the Road and its connections is dependent on it for all the lumber used for building and fencing, but even the country bordering on the Mississippi River can get lumber from Chicago cheaper than it is supplied from the upper river, and pay the Road its usual charges for transportation, the accumulation at this point is immense, and requires extensive grounds for its accommodation.

There will be required during the next year, additional accommodations for the passenger business, and as the Company now own all of Block 6, Old Town, north of new North Water Street, with the exception of lot 7, it will be necessary to purchase only this lot to allow an extension of the passenger building to twice its present size.

SECOND TRACK.

The second track has been completed from the engine house, Chicago West, a distance of two miles, and is now in constant use. Five miles more, to Oak Ridge station, will be ready for operation by the first of July; and the grading to Cottage Hill, a distance of 16 miles, will be ready for the iron at the same time. By using the one

and a half miles of new Road constructed during the past year, east from Babcock's Grove, (for the purpose of straightening the main line, and the better crossing of the public highway,) the second track could be extended to Babcock's Grove, 20 miles, this season, with but small additional expense over the cost of superstructure.

The business of the Road will require during the next year, the extension of this track to the Junction; for, before this year closes, there will be all the business of over 650 miles of Railroad depending upon this Road to reach Chicago, without reckoning the Illinois Central Railroad, from Cairo to Mendota, that now sends its business by this track.

BELOIT BRANCH.

This portion of the Road, extending from Belvidere (78 miles from Chicago,) to Beloit, in the State of Wisconsin, 21 miles, was put in operation on the 14th day of November, 1853, since which time it has been completely graveled, fenced, and provided with station buildings; making it, in all respects, like the main line, a thorough built, first class Road.

At Beloit, it connects with the Beloit and Madison Railroad, now in operation to Footville, 17 miles north from Beloit, with which it does a large share of the business of Wisconsin, destined to Chicago. Since the opening of this branch, it has done a very large business, both in freight and passengers; comparing favorably with any portion of the main line, and when the Beloit and Madison Railroad is extended further north, it will form a part of a line that must prove as remunerative as any portion of the Road in operation. When the business of the Road increases, as it must in a year or two, additional buildings will be required at its junction with the main line at Belvidere.

ELGIN BRANCH. 19-10 MILES.

This being a portion of the Road as first built, into East Elgin with strap rail, was relayed during the past year with T iron, to accommodate the business of the Fox River Valley Railroad, extending from Elgin to the State line of Wisconsin, 35 miles; there to connect with the Wisconsin Central Railroad—a Road in Wisconsin, of which about 70 miles are now under construction. As a part of this route, destined to attract the business of central Wisconsin to your Road,

it will prove a very valuable feeder; and, from the cheapness of its construction, must be highly remunerative. The 11-2 miles will require no addition to its present construction.

CHICAGO, FULTON, AND IOWA CENTRAL ROUTE.

This part of the Road extends from the Junction to Fulton, 105 miles,; of which 45 miles, to Lane Station, were opened January 10th, 1854. During the past year, the track has been extended to Dixon, 23 miles, and put in operation on the 4th day of last December. The Road has been well graveled from Junction to Dement, 40 miles, and the balance of the way put in excellent running order. The fences are all complete for 25 miles, and material contracted for to finish the remaining portion. A freight house, 42 by 84, and a passenger house, 20 by 44, both of brick, have been built at Dixon, and water houses, of the same material, at all the principal Stations on the line. The freight houses at all the other Stations are but temporary buildings, and will require to be replaced by more permanent structures within a year or two. At Dixon, a connection will soon be formed with the Illinois Central Railroad, by a branch track, that will allow a free interchange of business and cars.

Beyond Dixon, the track is already laid eight miles, where it awaits the finishing of the bridge over Rock River, which will be completed so as to allow the opening of the Road to Sterling, by the first of July. Beyond Sterling, the Road bed is all ready for the superstructure, so that there will be nothing to prevent the opening of the Road to Fulton some time in September next.

At Fulton, the necessary grounds have been obtained for depot purposes, giving a good river front, and such land as will be necessary for future operations of the Road.

CHARACTERISTICS OF THE ROAD.

By reference to tables A and B accompanying this Report, it will be seen, that of 249 miles of Road, 211 miles are straight line, and that of the curved line, there are no curves of less radius than 1800 feet, and that there is but one of so short a radius. That the total curvature on the whole Road, is $2753^{\circ} 39'$, and that the average curvature per mile, is $11^{\circ} 04'$.

The highest grade in the main line is twenty-five feet per mile, and

that only on the western forty miles. The highest grade on the branches, is forty feet per mile, and this is used but for a small portion of the way. The total length of track in operation, including side tracks, and the second track, is 237 93-100 miles, of which 3 50-100 miles are of strap rail, making about one mile of side track to every eight miles of Road in use.

NEW LINE FROM COTTAGE HILL TO ELGIN.

In making up the estimates for the future requirements of the Road, \$300,000 are estimated as the cost of a new line from Cottage Hill to Elgin. This, when built, would be nearly a direct line between Cottage Hill and the Fox river bridge, one and a half miles below Elgin, having but one curve in its entire length. The distance is nineteen miles, being six and one-half miles shorter than the present line. When the Fox River Valley, and the Beloit and Madison, and Mineral Point Roads shall have been completed, the business thrown upon the main line will probably be so heavy as to make the construction of this line a matter of necessity; in effect extending the double track to Elgin.

EQUIPMENT.

The present Equipment of the Road consists of

44 Locomotive Engines,	7 Mail and Baggage Cars,
27 Passenger Cars,	397 House Freight Cars,
3 Second Class Cars,	121 Platform Freight Cars,
9 Emigrant Cars,	68 Hand Cars,
98 Gravel Cars.	

AMOUNT OF EXPENDITURES.

There has been expended during the past year,

In construction of Main Line,	-	-	-	-	\$ 53,472.69
" " " Beloit Branch,	-	-	-	-	26,182.43
" " between Junction and Dixon,	-	-	-	-	468,536.81
" " " Dixon and Fulton,	-	-	-	-	524,502.38
For Station Grounds, Buildings, Shops, &c., Chicago,					263,093.52
" Equipment of Road,	-	-	-	-	223,901.25
In construction of Second Track,	-	-	-	-	56,534.83
					<hr/> \$1,616,223.91

Making the total amount hitherto expended,	
In construction of Main Line and Elgin Branch,	\$2,083,967.00
“ “ “ Beloit Branch, - - -	405,950.42
“ “ “ Chicago, Fulton and I. Cent. Line,	1,790,572.35
“ “ “ Second Track, - - -	56,534.83
For Station Grounds, Buildings, &c., in Chicago, -	602,400.63
“ Equipment of Road, - - - - -	820,454.92
“ Interest, &c., on Bonds and Loans, - - -	106,382.91
Total Expenditure up to May, 1855.	<u>\$5,866,263.06</u>

The estimate to complete the whole Road in the manner contemplated in this Report, is as follows:—

MAIN LINE AND БЕЛОIT BRANCH.

Graveling Main Line, - - -	\$10,000	
Buildings, - - - - -	30,000	
Additional Side Tracks, - - -	10,000	\$50,000

STATION GROUNDS AND BUILDINGS, CHICAGO.

To complete Grain House, - - -	\$25,000	
Addition to Passenger House and Grounds,	40,000	
Grounds at Park Station, and Tracks for same, - - - - -	60,000	
Additional Side Tracks for Lumber Yard and Freight Houses, - - - - -	25,000	150,000

SECOND TRACK.

Chicago to Cottage Hill, including present contracts, Iron, &c., - - -	118,000	
Cottage Hill to Junction, - - -	182,000	300,000

CHICAGO, FULTON, AND IOWA CENTRAL ROUTE.

Grading, - - - - -	\$10,000	
Superstructure, - - - - -	125,000	
Fencing, - - - - -	52,000	
Buildings, - - - - -	60,000	
Right of Way, (unpaid,) - - -	10,000	
Incidentals, and Freight of Materials,	23,000	280,000
Equipment, - - - - -	-	175,000
New Line from Cottage Hill to Elgin, - - -	-	300,000
		<u>\$1,255,000</u>
Add Interest on Construction account, - - -	-	120,000
		<u>\$1,375,000</u>

The whole cost of Road when finished will be :

Amount already expended,	-	-	-	-	\$5,866,263.06
Estimated Expenditures,	-	-	-	-	1,375,000.00
					<hr/> \$7,241,263.06

Which is equal to \$24,300 for each mile of single track,—calling the whole with double track to Junction, and new line from Cottage Hill to Elgin, 298 miles, exclusive of side tracks and turn-outs.

Respectfully submitted,

JOHN P. ILSLEY,
Chief Engineer.

CHICAGO, June 1, 1855.

A.
MAIN LINE.

STATIONS.	Distances from Chicago, in miles.	Height above Lake Michigan, in feet.	SIDE TRACKS.		
			T. Rail.	Strap Rail.	Total in feet.
Chicago,			26,049	1,000	27,049
Oak Ridge,	8	50	1,090	1,000	2,090
Cottage Hill,	16	110	1,809		1,809
Babcock's Grove,	20	132	2,779		2,779
Danby,	22½	140	2,385		2,385
Whcaton's,	25	159	1,804		1,804
Winfield,	27½	150	1,782		1,782
Junction,	30	182	5,995		5,995
Wayne,	35	171	744	876	1,620
Clinton,	39	155	719	831	1,550
Elgin Branch,	40½	145			
Elgin,	42	172	872	286	1,158
Gilbert's,	50	321	1,382	1,573	2,955
Huntley's,	55	305	4,102	256	4,358
Union,	62	257	1,608	44	1,652
Marengo,	66	241	3,231	397	3,628
Garden Prairie,	72	203	949	45	994
Belvidere,	78	202	2,961	878	3,839
Cherry Valley,	84	155	1,162	44	1,206
Rockford,	92	152	4,243	994	5,237
Winnebago,	99	188	1,367	525	1,892
Pecatonica,	106	180	2,253	1,029	3,282
Nevada,	114	177	1,404		1,404
Freeport,	121	185	6,469	28	6,497
			77,159	9,806	86,965

16.47 miles of Side Track.

CHICAGO, FULTON, AND IOWA CENTRAL ROUTE.

Junction,	30	182			
Geneva,	35½	135	2,150	1,150	3,300
Blackberry,	44	267	2,250		2,250
Lodi,	50	284	2,250		2,250
Cortland,	55	319	2,375	480	2,855
DeKalb,	58	307	2,980	1,200	4,180
Dement,	69½	286	700		700
Lane,	75	220	2,425	280	2,705
Ogle,	83	228	1,700	900	2,600
Franklin,	88	230	2,400	800	3,200
Taylor,	93	209	1,438		1,438
Dixon,	98	145	5,252	650	5,902
Sterling,	109	65			
Como,		61			
Round Grove,	117	118			
Union Grove,	124	95			
Fulton,	135	12			
(Miss. Riv. mean height at Ful.)		0			
			25,920	5,460	31,380

5.94 miles of Side Track.

A.—CONTINUED.

ELGIN BRANCH.

STATIONS.	Distances from Chicago, in miles.	Height above Lake Michigan, in feet.	SIDE TRACKS.		
			T Rail.	Strap Rail.	Total in feet.
Elgin Branch,	40½	145			
East Elgin,	42½		291	1644	1935

8.88 miles of Side Track.

BELOIT BRANCH.

Belvidere,	78	202			
Caledonia,	86	340	927	1154	2081
Roscoe,	93	169	2082	488	2570
Beloit,	98	162	4000		4000
			7009	1642	8651

1.64 miles of Side Track.

SUMMARY OF SIDE TRACKS.

	T RAIL.	STRAP RAIL	TOTAL in feet.	TOTAL, in miles.
Main Line,	77,159	9,806	86,965	16.47
Elgin Branch,	291	1,644	1,935	0.38
Beloit Branch,	7,009	1,642	8,651	1.64
Chicago, Fulton & Iowa C. Route,	25,920	5,460	31,380	5.94
	110,379	18,552	128,931	24.43

B.**SHOWING THE ALIGNMENT OF THE MAIN LINE.**

	Curved Line, in feet.	Straight Line, in feet.
From 1,800 to 2,000 Radius.	4,750	
" 2,000 to 5,000 "	75,971	
" 5,000 to 12,000 "	86,677	
	117,398	520,958

ALIGNMENT OF ELGIN BRANCH.

From 2,000 to 5,000 Radius.	3,200	
" 5,000 to 12,000 "	1,200	
	4,400	5,525

BELOIT BRANCH.

From 1,810 to 2,000 Radius.	4,410	
" 2,000 to 5,000 "	6,600	
" 5,000 to 6,000 "	600	
	11,610	98,540

CHICAGO, FULTON, & IOWA CENTRAL ROUTE.

From 1,910 to 2,000 Radius.	1,811	
" 2,000 to 5,000 "	14,125	
" 5,000 to 12,000 "	29,952	
" 12,000 to 23,000 "	21,023	
	66,911	848,910

SUMMARY OF ALIGNMENT.

	CURVATURE.		LINE.	
	Whole No. of Degrees.	Average per mile.	Curved, in feet.	Straight, in feet.
Main Line,	1,873° 37'	15° 30'	117,398	520,958
Elgin Branch,	46°	23°	4,400	5,525
Beloit Branch,	375° 06'	13° 06'	11,610	98,540
Chicago, Fulton and Iowa C. Route,	558° 56'	5° 18'	66,911	488,910
	2,753° 39'	11° 04'	200,319 (37.92 m's)	1,113,933 (210.94 m.)



SECRETARY'S REPORT.

OFFICE OF THE GALENA AND CHICAGO UNION R. R. Co., }
CHICAGO, June 1, 1855. }

To the Board of Directors :—

GENTLEMEN,—Herewith please find statements and tables, marked A to J, which show the condition of the affairs of this Company, and the operations of the Roads to the 1st day of May last.

Very respectfully,

Your obedient servant,

W. M. LARRABEE, *Sec'y.*

Statement of the affairs of the Galena and Chicago Union Railroad Company, May 1, 1855.

Construction.	Main Line,	- - -	\$2,088,967.00	
	Beloit Branch,	- - -	405,950.42	
	Chicago, Fulton & Iowa Cen'l Line:			
	Junction to Dixon,	- - -	1,266,069.37	
	Dixon to Fulton,	- - -	524,502.38	
	Depot Grounds and Buildings,	002,400.63		
	Equipment Account,	- - -	820,454.92	
	Second Track,	- - -	56,534.83	
	Proportion of in. on bonds & loans,	106,382.91	\$5,866,263.06	
	Cottage Hill and Elgin Line; preliminary survey for straight'g.,		268.13	
	Materials; Strap Iron, Timber, &c., on hand,-	- - -	26,596.11	
	Shops; Tools, Machinery, and materials on hand,	- - -	115,673.64	
	Wood Account;	Wood and Wood Lands on hand,	82,229.67	
	Real Estate; 940 acres acquired with charter,	- - -	20,212.16	
	Miscellaneous lands,	- - -	1,185.21	
	Beloit and Madison R. R. Bonds;	\$170,000 at 70 ets.,-	119,000.00	
	" " "	Stock; 40 shares, full paid,	2,000.00	
	Fox River Valley R. R. Co. Bonds,	- - -	88,000.00	
	Bonus Stock; issued August 10, 1854,	- - -	683,900.00	
	Debts due the Company from Post Office Department, other Companies, Ticket Agencies, &c., including balances due from Stations for back charges and freight on goods in Warehouses,	- - -	37,699.01	
	Samuel Howe, Treasurer,	- - -	10,540.96	
			\$7,055,567.96	
	Capital Stock, (including \$85,310 Bonus),	- - -	- - -	\$4,334,900.00
	Bonds, Second Division, convertible,	- - -	- - -	\$11,000.00
	First Mortgage, 7 per cent., 1863,	- - -	- - -	1,889,900.00
	Dividend Certificates, outstanding,	- - -	- - -	209,502.20
	New Stock Certificates of 1853, outstanding,	- - -	- - -	300.31
	" " 1854,	- - -	- - -	523.10
	Bonus Stock "	- - -	- - -	590.00
	Unclaimed Dividends,	- - -	- - -	12,163.50
	Certificates for preliminary Survey, outstanding,	- - -	- - -	56.18
	Income Account; surplus at this date,(B.)	- - -	- - -	315,754.48
	Bills payable and debts owing,	- - -	- - -	281,688.18
				\$7,055,567.96

B.**STATEMENT OF INCOME ACCOUNT.**

MAY 1st, 1855.

Surplus Earnings, May 1, 1854, - - - - -		\$175,694.40
Operating Receipts, one year to May, 1, 1855, - - - - -		1,506,710.11
Interest Account, interest on deposits, &c., - - - - -		8,233.87
		<u>1,690,638.38</u>
Dividend No. 10, Aug. 10, 1854, 12 per cent., - - - - -	\$329,852.00	
“ No. 11, Feb. 10, 1855, 5 per cent., - - - - -	216,667.00	
Operating Expenses for the year, - - - - -	686,516.86	
Cost of Iron, Spikes, Chairs, and Ties, for renewing track during past year, - - - - -	38,077.75	
Proportion of interest on Bonds, Loans, &c. and Salaries of Officers, - - - - -	79,957.98	
Loss by Wadsworth & Sheldon, - - - - -	23,812.31	1,374,883.90
Surplus Earnings, May 1, 1855, - - - - -		<u>\$315,754.48</u>

C.

EARNINGS,

MAY 1, 1854 TO APRIL 30, 1855.

MONTHS.	PASSENGERS.		FREIGHT.	MAILS, & C.	TOTAL.
	Number.	Am't of fare.	Dols. cts.	Dols. cts.	Dols. cts.
May,	34,316	54,912.18	63,399.80	1,083.33	119,395.31
June,	36,104	52,776.91	69,618.33	1,478.33	123,873.57
July,	29,035	36,526.64	56,347.73	1,083.33	93,957.70
August,	26,950	33,641.79	69,024.15	1,456.13	104,122.07
September,	40,059	58,389.52	90,235.63	1,144.89	149,770.04
October,	51,659	81,004.42	102,676.05	1,171.14	184,851.61
November,	41,549	59,411.82	85,946.72	1,137.33	146,495.87
December,	33,223	45,166.31	64,664.74	1,369.99	111,201.04
January,	23,951	38,378.76	56,797.76	1,190.87	96,367.39
February,	16,276	28,284.30	44,444.45	1,158.63	73,887.38
March,	32,281	55,815.76	68,336.94	3,727.36	127,880.06
April,	41,295	85,384.04	87,870.77	1,653.26	174,908.07
	406,698	629,692.45	859,363.07	17,654.59	1,506,710.11

D.

EXPENSES,

MAY 1, 1854 TO APRIL 30, 1855.

Locomotive service,	\$	53,860.15
Train "		29,371.23
Station "		153,261.05
Locomotive repairs,		38,909.88
Car "		47,893.06
Track "		*94,431.52
Building "		6,119.79
Fuel,		177,175.63
Oil and waste,		17,102.08
Printing and Stationery,		8,846.95
Loss and damage,		15,421.70
Taxes,		22,918.08
Incidentals and salaries,		21,205.74
	\$	686,516.86

*Exclusive of \$38,077.75 for material purchased for renewal of track.

E.

FREIGHT WESTWARD.—Quantities and Weight.

MONTHS.	Merchandise. lbs.	Lumber, feet.	Ln. b. Bunches.	Shingles. M.	Poals, cfe. Cords.	Iron, lbs.	Coal, lbs.	Salt, bbls.	Materials, Our loads.	Tons, West.	Total Tonn. East and West, one mile.
May, 1884.	9,902,731	3,912,901	7,274	3,105	101	184,078	662,500	509	258	12,421,167 4	1,687,723,1366
June, "	10,804,667	4,776,598	17,615	3,374	240	568,120	641,030	1,225	227	13,724,1618	2,010,560,800
July, "	6,877,650	4,566,737	8,573	3,091	138	4,474,800	516,800	1,716	276	14,352,1113	1,925,563,1997
August, "	7,789,931	5,550,573	21,411	3,259	142	4,303,323	1,050,000	2,809	422	18,031,347	2,238,331,153
September, "	11,706,150	5,036,143	20,842	4,546	163	4,000,640	814,000	4,882	435	18,881,218	2,694,658,168
October, "	14,339,900	4,774,274	21,802	3,539	378	2,164,000	1,164,000	5,085	239	21,372,707	3,066,411,1424
November, "	12,125,254	5,476,737	13,557	4,186	296	6,143,200	898,000	5,376	277	22,158,358	2,808,615,125
December, 1885.	9,707,905	6,511,319	8,632	2,353	351	7,604,927	1,848,045	4,386	96	18,851,397	2,944,822,1080
January, "	5,513,294	5,303,729	6,536	1,608	91	1,910,918	812,000	752	14	10,065,295	1,407,454,187
February, "	5,427,625	2,874,564	3,014	1,048	181	507,044	744,548	396	2	6,524,595	1,196,688,788
March, "	12,405,982	6,297,404	11,005	3,463	414	1,530,034	737,550	877	21	16,138,1771	2,992,203,634
April, "	11,177,434	7,460,111	9,450	5,284	736	2,300,505	1,051,897	1,041	2	18,674,1878	2,443,560,593
	117,898,922	63,540,090	149,752	38,812	3,253	35,293,639	10,940,370	29,008	2,280	191,196,971	25,016,658,1259

F.
Freight Eastward. Quantities and Weight.

MONTHS.	Gallons Milk.	Bushels Hay.	Bushels Wheat.	Bushels Oats.	Bushels Corn.	Bushels Barley.	Bushels Potatoes.	Pounds Butter.	Pounds Grass Seed.	Pounds Provisions.	Pounds Pork.	Pounds Sundries.	Pounds Hides.	Pounds Wool.	Pounds Mill Stuffs.	Animal Cans.	Barrels of Whiskey.	Feet of Lumber.	Cords, &c.	Pounds of Lead.	Pounds of Paper.	Tons East.	
May.	104	140	140,506	349,557	44,441	14,000	8,000	44,007	1,133	3,627,175	27,415	2,477,680	13,150	100,570	100,570	98	505	60,365	593	431,92	601,640	13,314	307
June.	40	1,500	140,506	349,557	140,506	14,000	8,000	67,751	310	1,412,000	11,050	1,777,909	23,013	100,570	100,570	98	505	60,365	593	431,92	601,640	13,314	307
July.	40	1,500	140,506	349,557	140,506	14,000	8,000	67,751	310	1,412,000	11,050	1,777,909	23,013	100,570	100,570	98	505	60,365	593	431,92	601,640	13,314	307
August.	40	1,500	140,506	349,557	140,506	14,000	8,000	67,751	310	1,412,000	11,050	1,777,909	23,013	100,570	100,570	98	505	60,365	593	431,92	601,640	13,314	307
Sept.	40	1,500	140,506	349,557	140,506	14,000	8,000	67,751	310	1,412,000	11,050	1,777,909	23,013	100,570	100,570	98	505	60,365	593	431,92	601,640	13,314	307
October.	40	1,500	140,506	349,557	140,506	14,000	8,000	67,751	310	1,412,000	11,050	1,777,909	23,013	100,570	100,570	98	505	60,365	593	431,92	601,640	13,314	307
November.	40	1,500	140,506	349,557	140,506	14,000	8,000	67,751	310	1,412,000	11,050	1,777,909	23,013	100,570	100,570	98	505	60,365	593	431,92	601,640	13,314	307
December.	40	1,500	140,506	349,557	140,506	14,000	8,000	67,751	310	1,412,000	11,050	1,777,909	23,013	100,570	100,570	98	505	60,365	593	431,92	601,640	13,314	307
January.	1,835	1,872	175,115	18,900	13,550	10,219	8,000	77,751	310	3,627,175	1,000	1,412,000	13,150	100,570	100,570	98	505	60,365	593	431,92	601,640	13,314	307
February.	4,639	3,620	181,778	67,493	40,121	17,403	3,340	77,751	310	3,627,175	1,000	1,412,000	13,150	100,570	100,570	98	505	60,365	593	431,92	601,640	13,314	307
March.	1,354	1,041	164,718	60,900	172,709	12,821	3,340	77,751	310	3,627,175	1,000	1,412,000	13,150	100,570	100,570	98	505	60,365	593	431,92	601,640	13,314	307
April.	1,354	1,041	164,718	60,900	172,709	12,821	3,340	77,751	310	3,627,175	1,000	1,412,000	13,150	100,570	100,570	98	505	60,365	593	431,92	601,640	13,314	307
Total.	29,181	10,377	1,883,901	1,716,020	2,394,303	1,028,337	114,671	1,324,732	1,359,419	5,765,510	86,453,348	17,659,091	469,545	340,384	2,589,419	449	11,484	121,470,609	3,571,074	43,704	106,146	—	625

G.

Showing the increase of road and business from May 1, 1850, to May 1, 1855.

Year ending	Average No. of miles operated.	Cost of Road operated.	Capital Stock.	Debt.	Per centage of expenses to earnings.	Gross Earnings.	Earnings per mile operated.	Dividends.	Surplus.
1850, May 1.	25	\$ 405 382	\$ 261 339	\$ 175,920	38 3-4	\$ 48 332	\$ 1,933 28	10 p. ct.	\$ 1 152.92
1851, May 1.	42 1-2	436 028	332 097	119,627	38 1 2	127,685	3,004 35	15 "	12,854.90
1852, May 1.	62	453 338	444,193	60,145	41 1 2	177,928	3,408.23	15 "	48,115.57
1853, May 1.	90	1,833 656	1,362 559	542,287	39 1 2	482,003	5,355 59	20 "	93 433.75
1854, May 1.	130	4 143 656	2 682,169	1 597,256	45	799,014	6,146 26	21 "	175 694.40
1855, May 1.	197	5,285,226	*4,334 800	2,420,222	45 1 2	1,506,710	7,648 27	17 "	315,754 48

* This amount includes \$685,310 Bonus stock.

1

Comparison of Earnings, Expenses, Mileage, &c., for the years mentioned.

YEAR.	EARNINGS.					EXPENSES.		Per cent'ge Expense to Earnings.	MILEAGE.			Length of Track in operation.	Earnings per mile of Track in operation.
	FREIGHT.	PASSENGERS.		MAILS &c	TOTAL.				FREIGHT.	PASSENGERS.	TOTAL.		
	No. Paid.	Amt of Fare											
1852-3	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1853-4	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1854-5	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1855-6	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1856-7	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1857-8	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1858-9	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1859-60	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1860-1	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1861-2	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1862-3	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1863-4	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1864-5	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1865-6	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1866-7	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1867-8	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1868-9	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1869-70	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1870-1	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1871-2	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1872-3	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1873-4	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1874-5	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1875-6	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1876-7	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1877-8	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1878-9	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1879-80	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1880-1	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1881-2	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1882-3	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1883-4	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1884-5	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1885-6	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1886-7	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1887-8	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1888-9	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1889-90	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1890-1	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1891-2	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1892-3	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1893-4	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1894-5	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1895-6	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1896-7	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1897-8	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1898-9	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1899-00	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1900-1	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1901-2	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1902-3	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1903-4	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1904-5	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1905-6	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1906-7	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1907-8	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1908-9	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1909-10	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1910-11	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1911-12	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1912-13	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1913-14	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1914-15	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1915-16	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1916-17	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1917-18	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1918-19	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1919-20	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1920-21	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1921-22	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1922-23	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1923-24	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1924-25	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90	5,355.59	
1925-26	272,406.16	192,461.05		8,150.40	473,017.61	187,396.39	39.6	4,039,935	6,922,538	11,962,533	90		

I. Passenger Statistics.

PASSENGERS EAST.

	Through.		Way.	
	1st Class.	2d Class.	1st Class.	2d Class.
May.....1864.....	1,644	1,567	1,567	1,567
June.....	1,723	1,603	1,603	1,603
July.....	1,811	1,658	1,658	1,658
August.....	1,825	1,646	1,646	1,646
September.....	1,869	1,682	1,682	1,682
October.....	1,869	1,682	1,682	1,682
November.....	1,869	1,682	1,682	1,682
December.....	1,869	1,682	1,682	1,682
January.....1865.....	1,869	1,682	1,682	1,682
February.....	1,869	1,682	1,682	1,682
March.....	1,869	1,682	1,682	1,682
April.....	1,869	1,682	1,682	1,682
Total.....	20,085	19,009	19,009	19,009

PASSENGERS WEST.

	Through.		Way.	
	1st Class.	2d Class.	1st Class.	2d Class.
May.....1864.....	1,754	1,540	1,540	1,540
June.....	1,754	1,540	1,540	1,540
July.....	1,754	1,540	1,540	1,540
August.....	1,754	1,540	1,540	1,540
September.....	1,754	1,540	1,540	1,540
October.....	1,754	1,540	1,540	1,540
November.....	1,754	1,540	1,540	1,540
December.....	1,754	1,540	1,540	1,540
January.....1865.....	1,754	1,540	1,540	1,540
February.....	1,754	1,540	1,540	1,540
March.....	1,754	1,540	1,540	1,540
April.....	1,754	1,540	1,540	1,540
Total.....	20,085	19,009	19,009	19,009

	From Chicago.		To Chicago.	
	1st Class.	2d Class.	1st Class.	2d Class.
May.....1864.....	12,708	9,059	9,059	12,708
June.....	12,708	9,059	9,059	12,708
July.....	12,708	9,059	9,059	12,708
August.....	12,708	9,059	9,059	12,708
September.....	12,708	9,059	9,059	12,708
October.....	12,708	9,059	9,059	12,708
November.....	12,708	9,059	9,059	12,708
December.....	12,708	9,059	9,059	12,708
January.....1865.....	12,708	9,059	9,059	12,708
February.....	12,708	9,059	9,059	12,708
March.....	12,708	9,059	9,059	12,708
April.....	12,708	9,059	9,059	12,708
Total.....	137,149	137,149	137,149	137,149

	Average distance of Each Passenger.	
	1st Class.	2d Class.
May.....1864.....	54.64	54.64
June.....	54.64	54.64
July.....	54.64	54.64
August.....	54.64	54.64
September.....	54.64	54.64
October.....	54.64	54.64
November.....	54.64	54.64
December.....	54.64	54.64
January.....1865.....	54.64	54.64
February.....	54.64	54.64
March.....	54.64	54.64
April.....	54.64	54.64
Total.....	54.64	54.64

	PASSENGER EARNINGS.	
	1st Class.	2d Class.
May.....1864.....	84,216	15
June.....	84,216	15
July.....	84,216	15
August.....	84,216	15
September.....	84,216	15
October.....	84,216	15
November.....	84,216	15
December.....	84,216	15
January.....1865.....	84,216	15
February.....	84,216	15
March.....	84,216	15
April.....	84,216	15
Total.....	84,216	15

J.

Number of miles run by Locomotives,*	633,288
Number of Tons of Freight carried one mile,	25,616,658
Number of Passengers carried one mile,	24,753,989
Aggregate mileage of Freight and Passengers,	50,370,647
Earnings per mile run,	\$ 2,379
Expenses per mile run,	\$ 1,084
Net Earnings per mile run,	\$ 1,295
Per centage of expenses to earnings,	45.56
Cost per ton per mile, assuming one passenger equal to one ton,	1.36
Cost of maintenance of way per mile run,	14.73
Cost of repairs of Engine and Cars per mile run,	14.80
Cost of both per mile run,	29.53
Number of Passengers or tons carried per mile run,	79.53
Average length of track in operation during the year,	197
Gross Earnings per mile of track in operation,	\$7,648.27
Nett Earnings per mile of track in operation, after deducting Operating Expenses and renewal,	\$3,970.13

* The number of miles stated is for Engines of this Company only, the mileage of the Chicago and Aurora R. R. Co.'s Engines, which run over thirty miles of this Road, not being included.



